

BookletChartTM

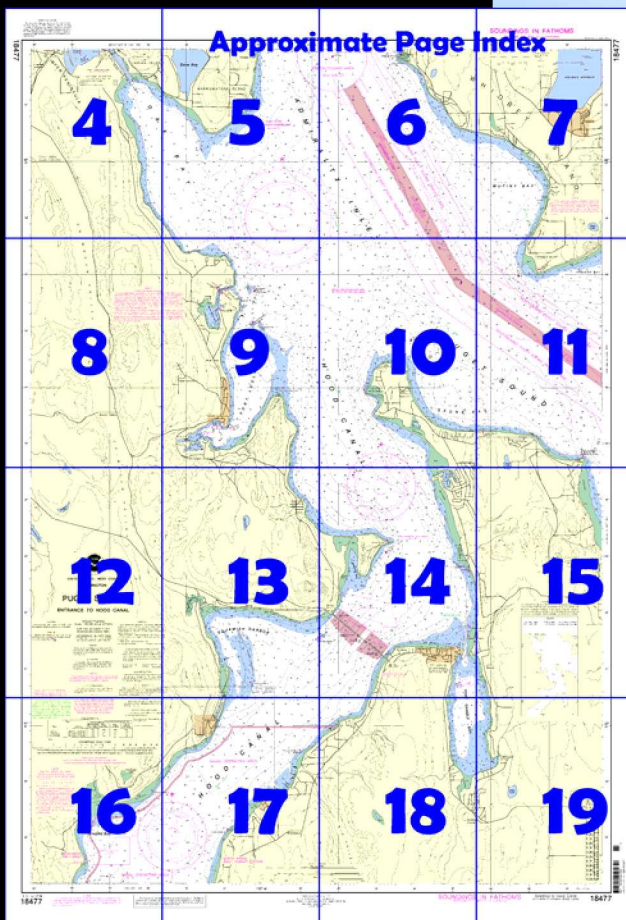
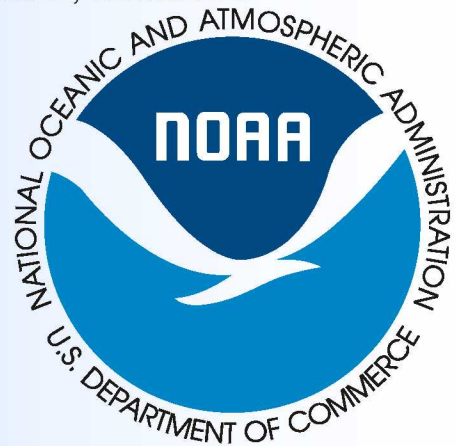
Puget Sound – Entrance to Hood Canal

(NOAA Chart 18477)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

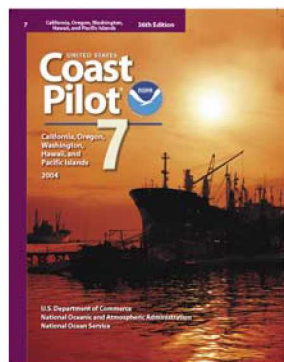
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 13 excerpts]

(64) **Admiralty Inlet** extends from the Strait of Juan de Fuca to Foulweather Bluff. A **naval restricted area** is at the N entrance of Admiralty Inlet, extending W and NW from Admiralty Head.

(65) **Admiralty Head**, 80 feet high, on Whidbey Island, is the E entrance point of Admiralty Inlet and the SE extremity of a succession of light bare bluffs which extend N of Point Partridge, where they attain their highest elevation. About 0.5 mile N of Admiralty Head an abandoned

lighthouse tower 39 feet high stands on top of a bluff.

(70) **Oak Bay** is a cove on the W side of Admiralty Inlet, W of the S ends of Marrowstone and Indian Islands. A 1½-fathom shoal, marked by a buoy, extends S of the E entrance point.

(71) **Mutiny Bay**, between Bush Point and Double Bluff, affords temporary anchorage near the center in 10 to 20 fathoms.

(72) **Double Bluff**, marked by a light, consists of bare, white cliffs, 300 to 400 feet high on its SE face, but much lower on its NW face. A lighted buoy marks the extremity of the shoals 600 yards W of the bluff. The shoals are usually marked by kelp.

(73) **Foulweather Bluff**, on the E side of the entrance to Hood Canal, is one of the most prominent cliffs in Puget Sound.

(75) **Klas Rock**, 0.2 mile from the W shore and 0.7 mile SSE of **Olele Point**, marks the entrance to Mats Mats Bay to the W and to **Port Ludlow** to the S. It is of small extent and awash at high water. The rock, marked by kelp, is surrounded by deep water with depths up to 100 feet between it and the shore. Klas Rock is marked on the E side by a lighted bell buoy.

(76) **Mats Mats Bay**, SW of Klas Rock, is a small, nearly landlocked lagoon offering excellent protection from the wind to small craft.

(78) The three **Colvos Rocks**, 0.7 mile S of Klas Rock and about 0.3 mile off the W shore, mark the N extremity of the bank covered by 7 to 28 feet which extends in an arc S to **Tala Point**. The NW rock, 28 feet high and of small extent with deep water around it, is marked by a light. The SE point of the shoal extending SE from the rocks is marked by a buoy. Tala Point is a bluff, wooded, and about 310 feet high. A light is about 200 yards NE of the point.

(80) The entrance to **Port Ludlow**, in the W part of Admiralty Inlet, is just W of Colvos Rocks on the W side at the entrance to Hood Canal.

(82) The town of **Port Ludlow**, once a major Puget Sound lumber port, is on the N shore of the inner portion of the bay.

(84) **The Twins** are two islands at the extreme SW end of Port Ludlow. The small bay S of The Twins is sometimes used as an anchorage for small craft in rough weather. A reported depth of 10 feet is in the entrance to the bay between the islands.

(85) **Hansville**, about 2.5 miles ESE of Foulweather Bluff, is a small village with stores and several waterfront resorts.

Berthage is not available; however, two of the resorts have marine railways and 2-ton hoists that can handle craft up to 19 feet.

(86) **Norwegian Point**, low and rounding, is about 0.2 mile NW of Hansville.

(87) **Point No Point**, on the W shore of the sound about 3.5 miles SE of Foulweather Bluff, is a low sandspit. **Point No Point Light** (47°54'44"N., 122°31'37"W.), 27 feet above the water, is shown from a 20-foot white octagonal tower on the end of the point; a fog signal is at the station.

(278) The entrance to **Hood Canal** is at the lower end of Admiralty Inlet, between Foulweather Bluff and Tala Point, about 10 miles S of Marrowstone Point.

(283) **Twin Spits** are two long, low, sand points, 0.5 mile and 1 mile S of Foulweather Bluff.

(284) **Hood Head**, on the W side of Hood Canal about 3 miles S of the entrance, is almost an island, having only a narrow strip of low sand connecting it with the W shore.

(286) **Coon Bay**, 2.5 miles S of Foulweather Bluff, is a small, nearly landlocked harbor offering excellent protection to small craft during periods of rough weather.

(287) **Point Hannon** is at the E extension of Hood Head; it is marked by a light.

(289) **Termination Point**, 1.6 miles E of the village of **Shine**, is 1.7 miles SW of Point Hannon.

(290) **Hood Canal Bridge**, a pontoon highway bridge crossing the canal between Termination Point and Salsbury Point W of Port Gamble has two fixed openings; the clearance of the W opening is 35 feet, and that of the E opening is 55 feet.

(291) **Sisters**, two rocks 200 yards apart, 0.5 mile S of Termination Point, are awash at about half tide. A light is on the S rock, 0.4 mile from the N entrance point to **Squamish Harbor**, an open bight just SW of Termination Point. Tugs frequently anchor near the head of the harbor in about 6 fathoms, muddy bottom.

Table of Selected Chart Notes

NOTE B
Submerged mooring cables are located in this area.


For Symbols and Abbreviations, see Chart No. 1

This chart has been corrected

LOCAL MAGNETIC DISTURBANCE
Differences of more than 2° from the normal variation have been observed in Hood Canal at Point Hannon.

Mercator Projection
Scale 1:25,000 at Lat 47°53'N
North American Datum of 1983 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District Seattle, Wash., or at the Office of the District Engineer, Corps of Engineers in Seattle, Wash.
Refer to charted regulation section numbers.



AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.



RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Location	Frequency	Power
Puget Sound, WA	WWG-24	162.425 MHz
Seattle, WA	KHB-60	162.55 MHz

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas



 

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE H
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
 (Accurate location)  (Approximate location)

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE C
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan De Fuca and Strait of Georgia waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.
Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the US Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

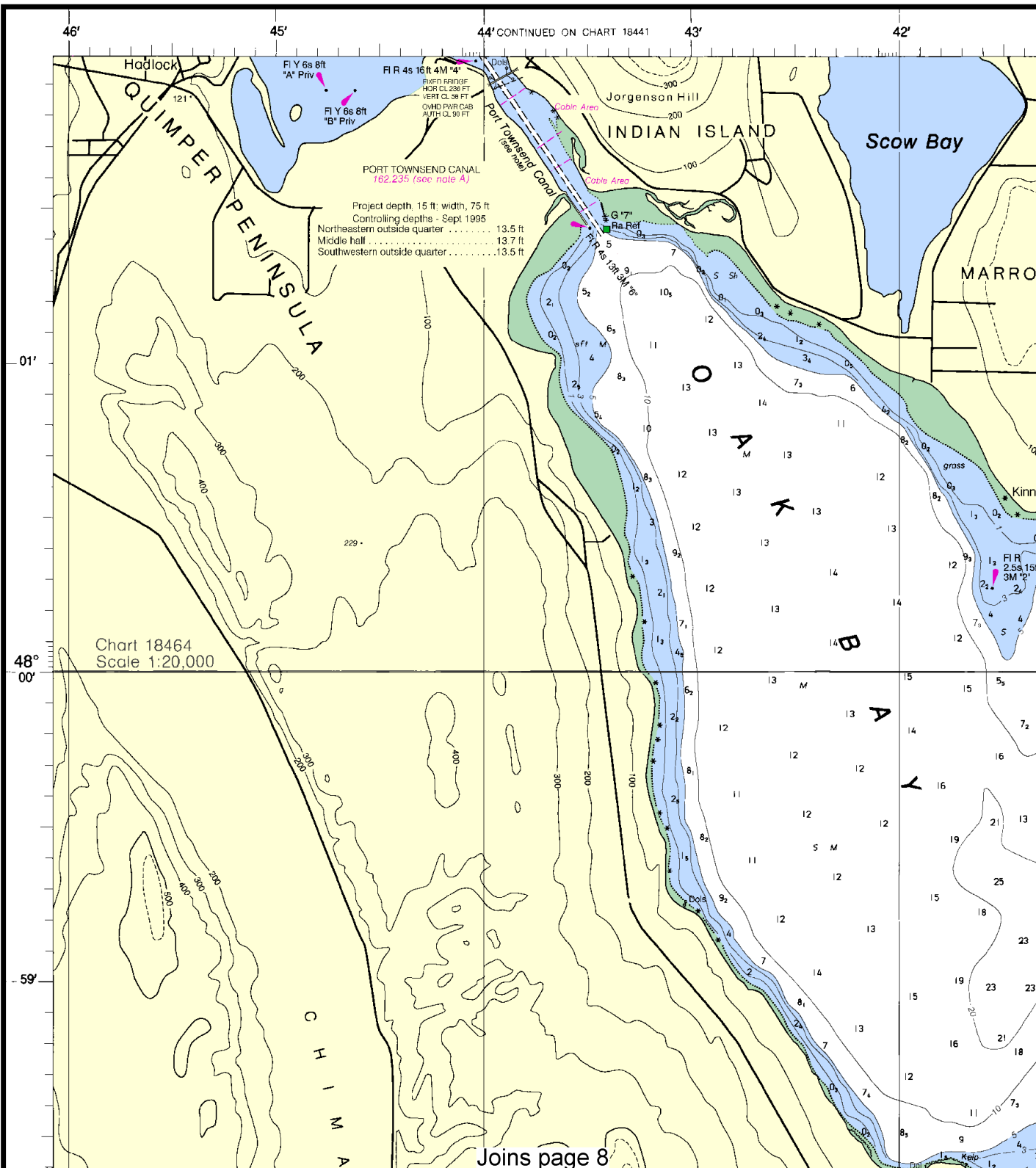
North America. TIDAL INFORMATION					
Place		Heights referred to datum of soundings (MLLW)			
Name	(Lat/Long)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Oak Bay	(48°01'N/122°43'W)	feet 9.4	feet 8.6	feet 2.6	feet -4.5
Port Ludlow	(47°55'N/122°41'W)	9.9	9.1	2.7	-5.0
Port Gamble	(47°51'N/122°35'W)	10.3	9.4	2.7	-5.0

(501)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.666" southward and 4.561" westward to agree with this chart.

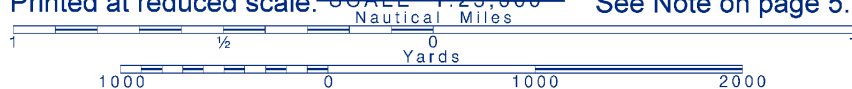
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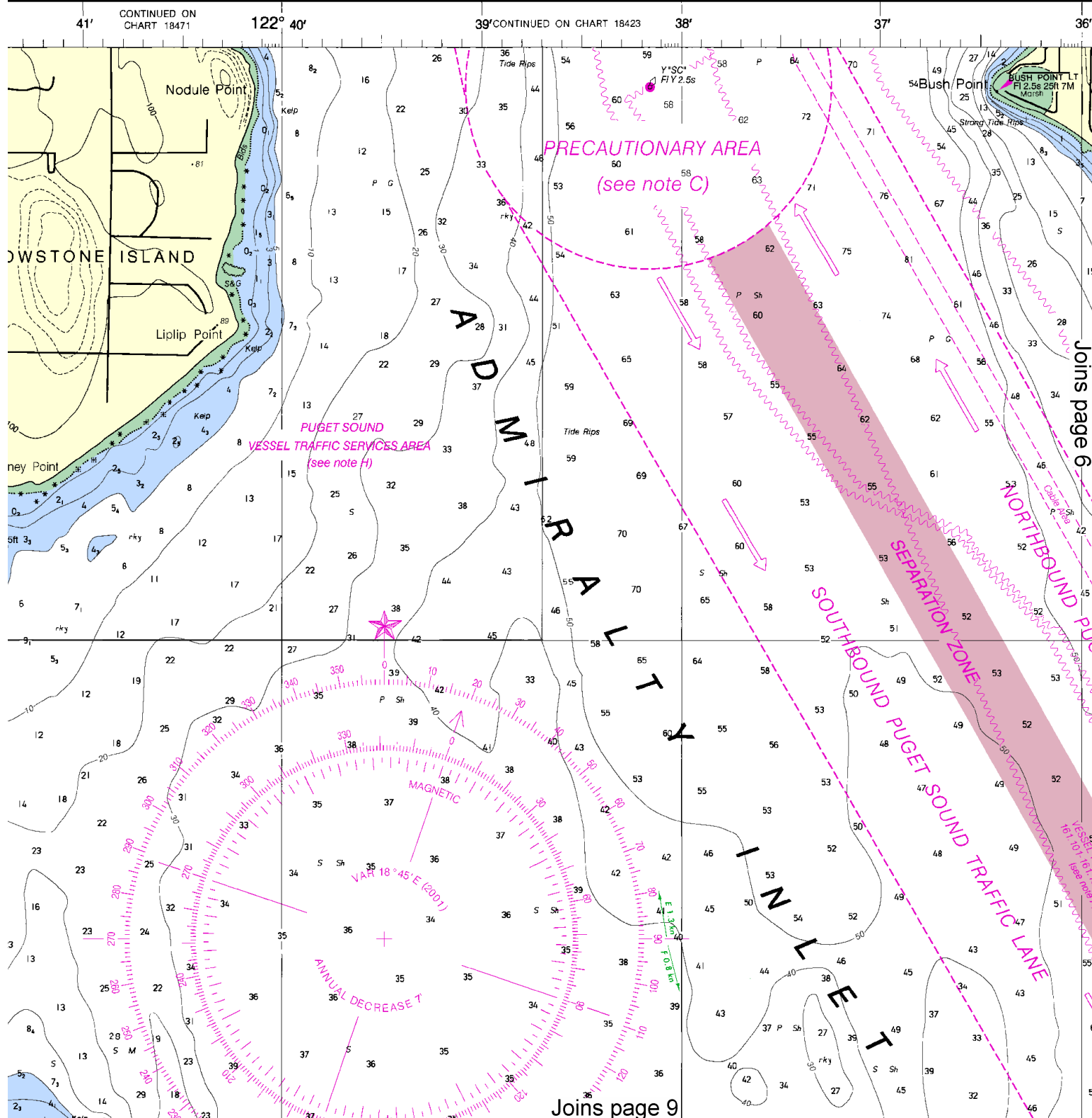


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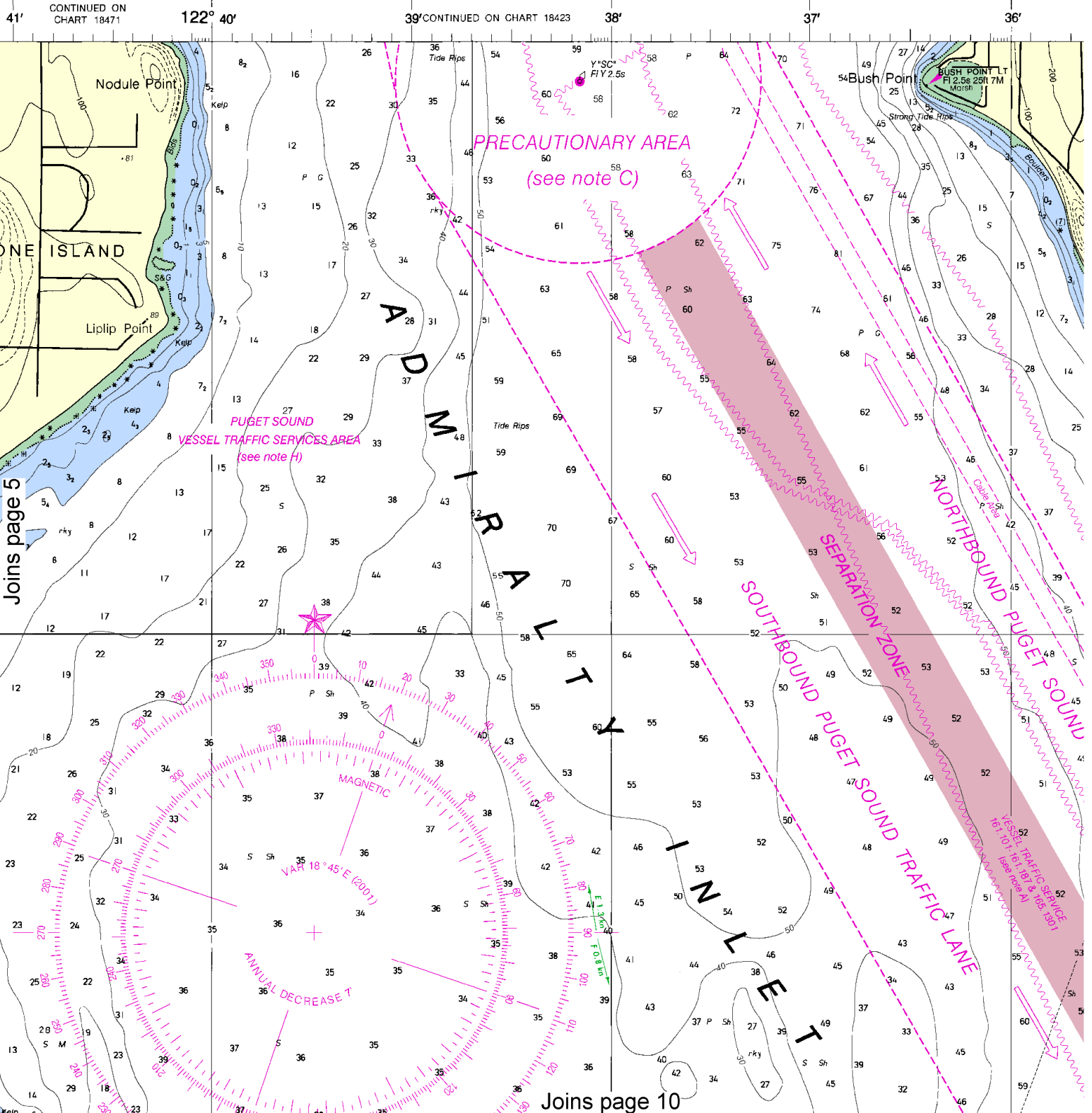


Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.





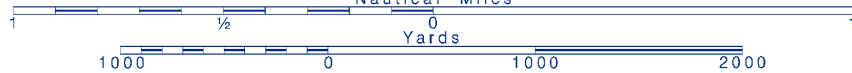
This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:33333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



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Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.

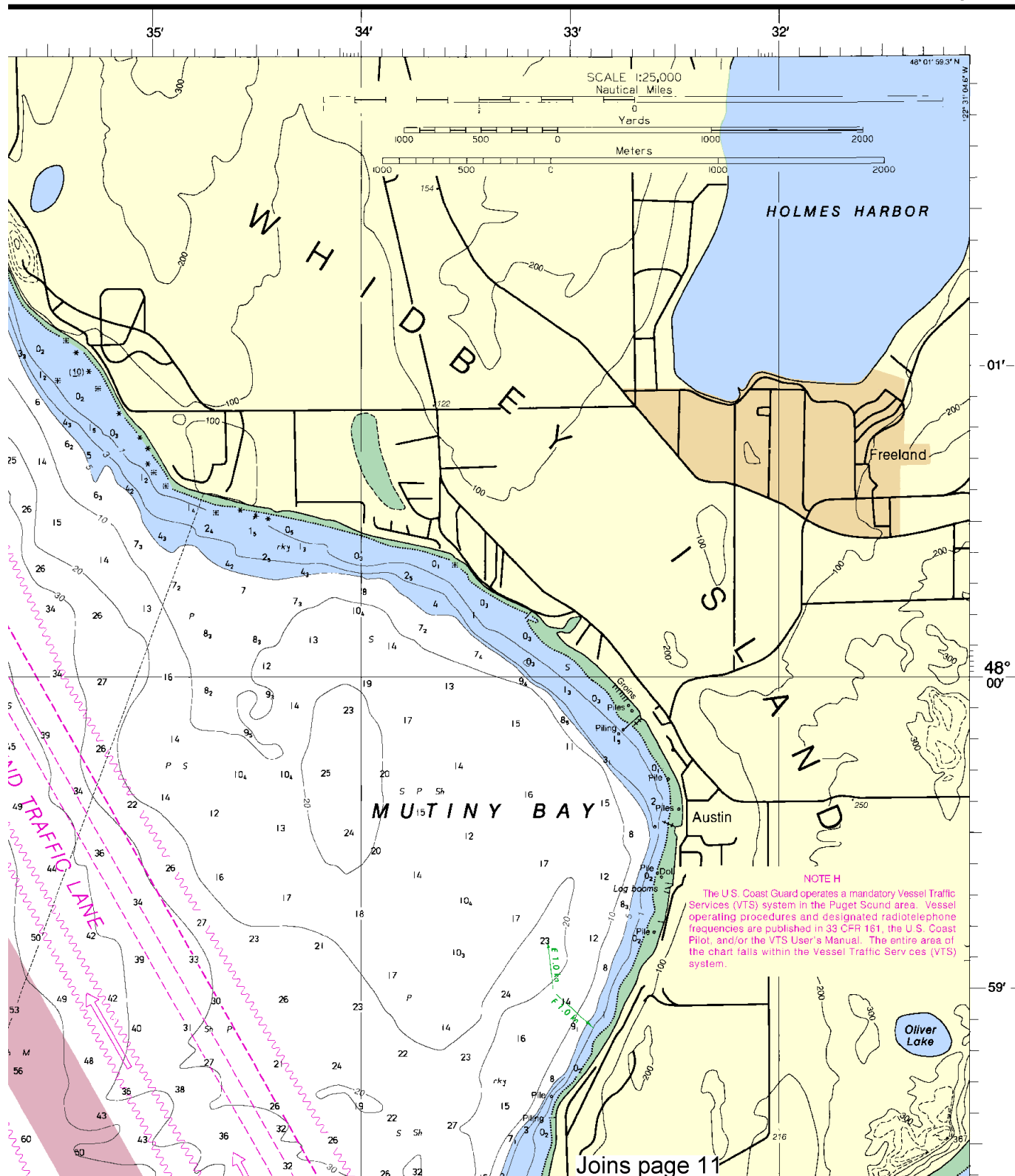


SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Nautical Chart Catalog No. 2, Panel G

18477



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: n/a .

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M A C U M
V A L L E Y

NOTE C

TRAFFIC SEPARATION SCHEME

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Swansonville

Beaver Valley

C H I M A

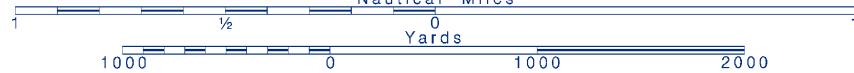
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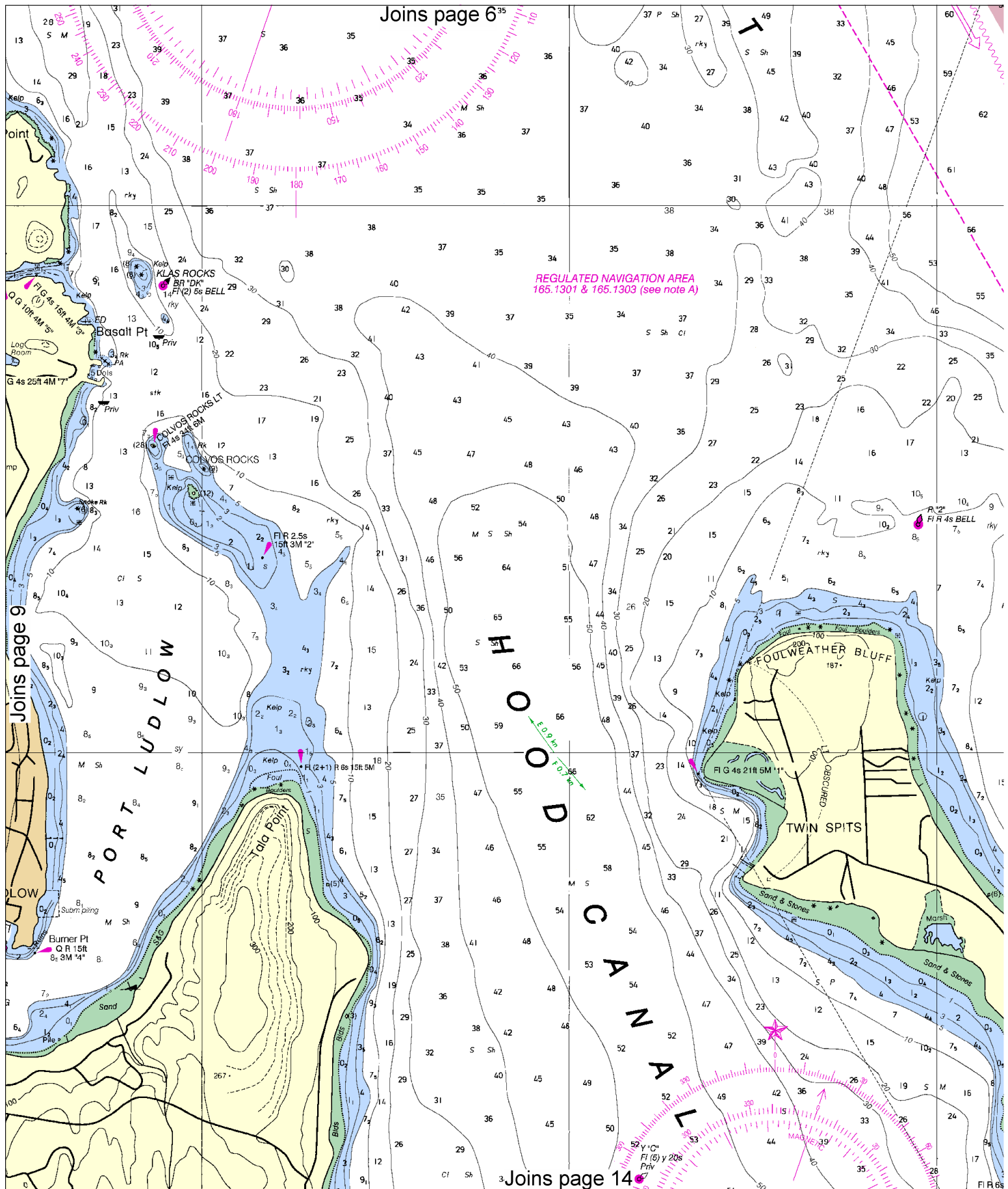
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Printed at reduced scale. SCALE 1:25,000

See Note on page 5.

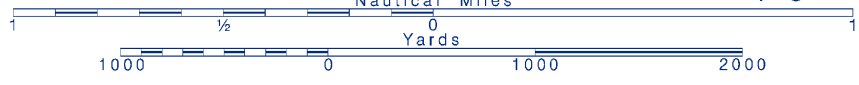


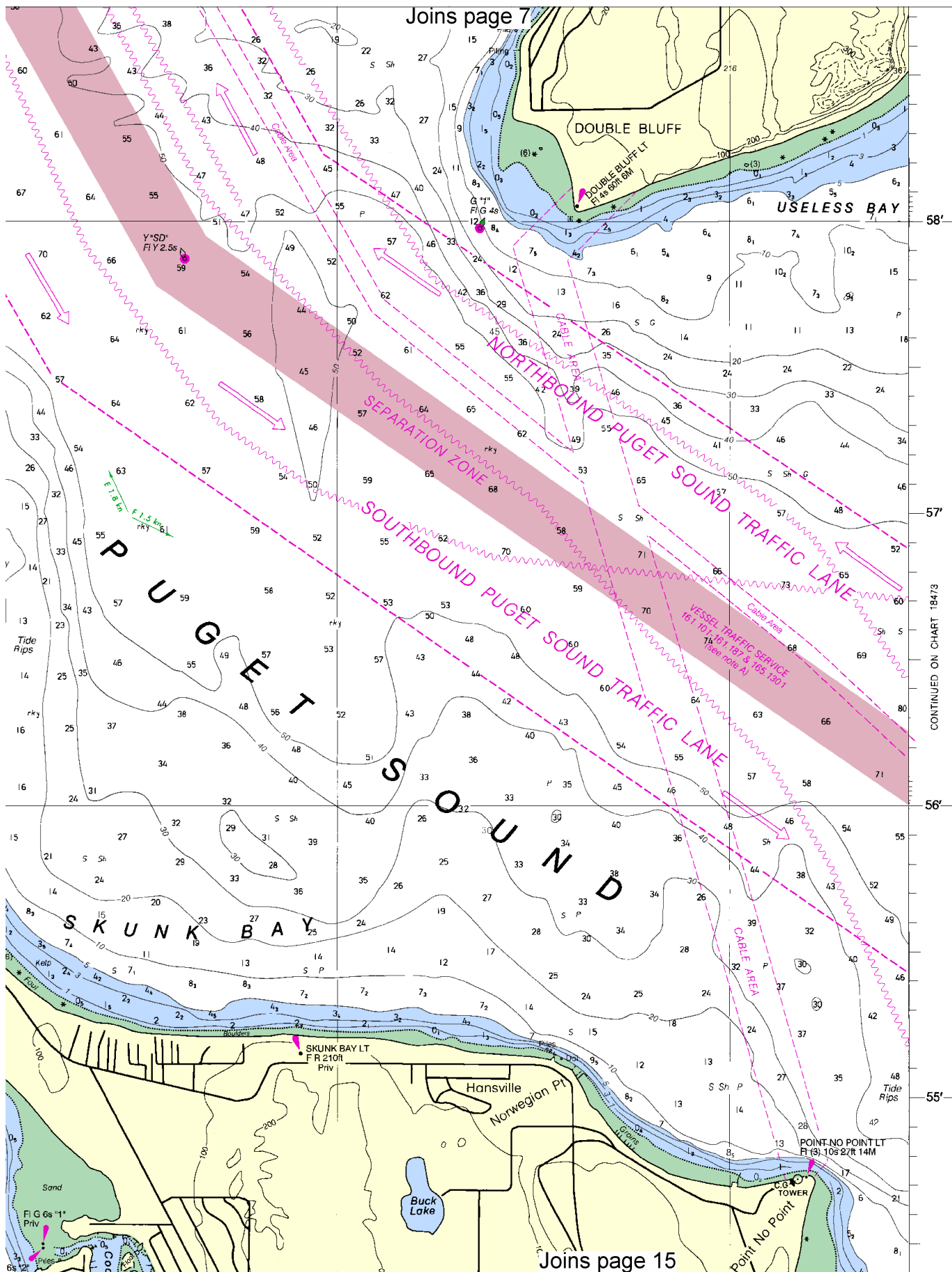


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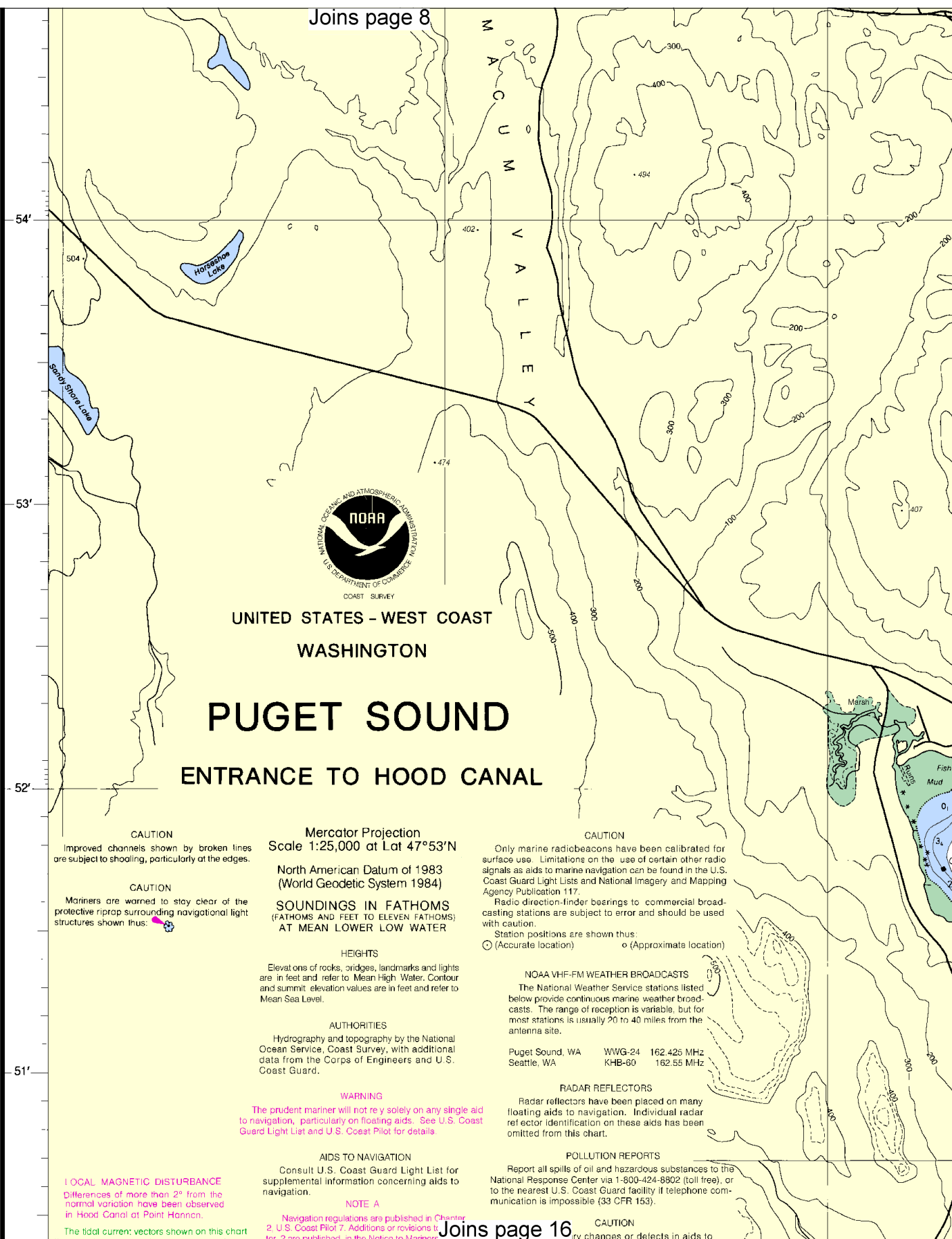


Printed at reduced scale. SCALE 1:25,000 See Note on page 5.





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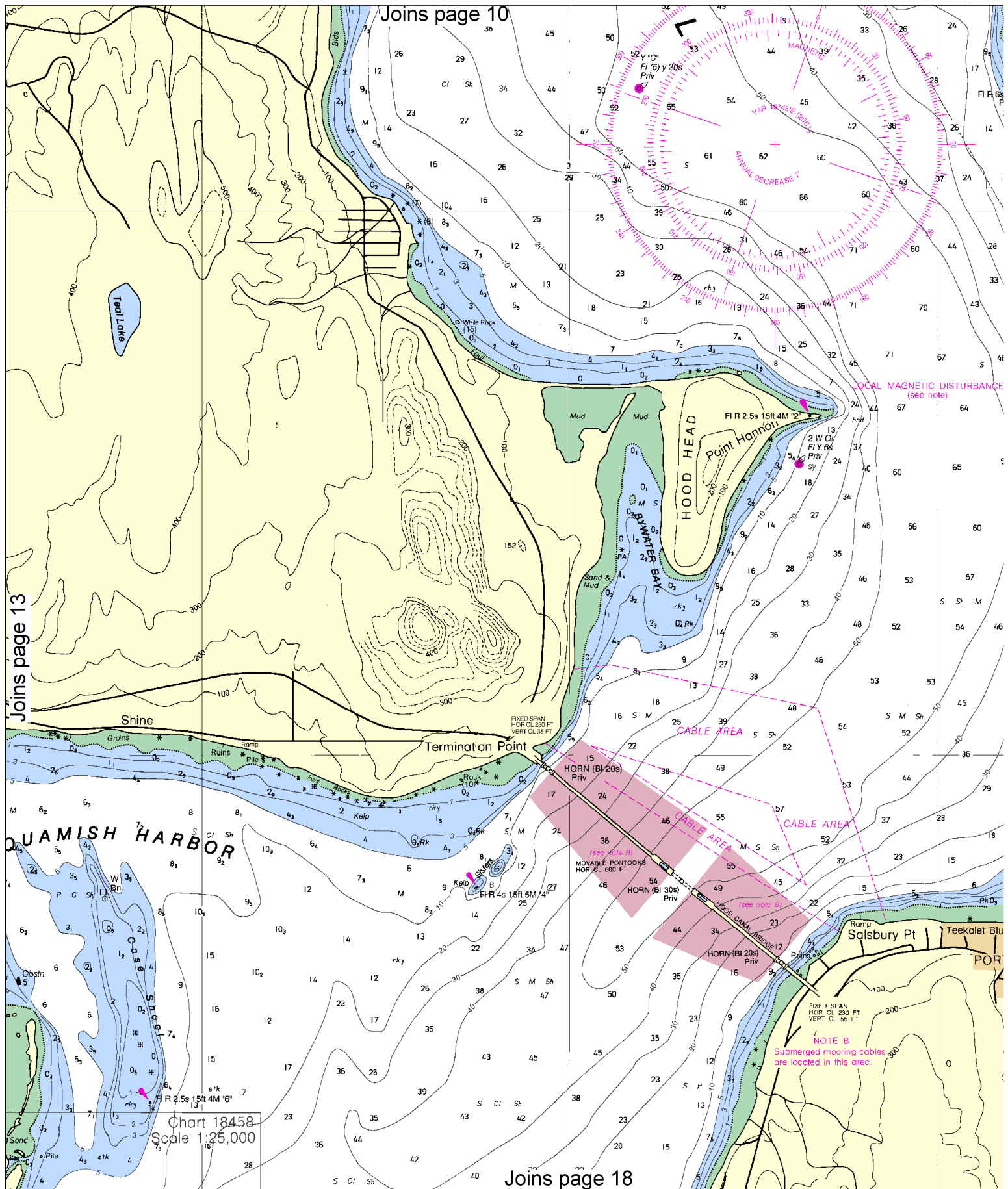


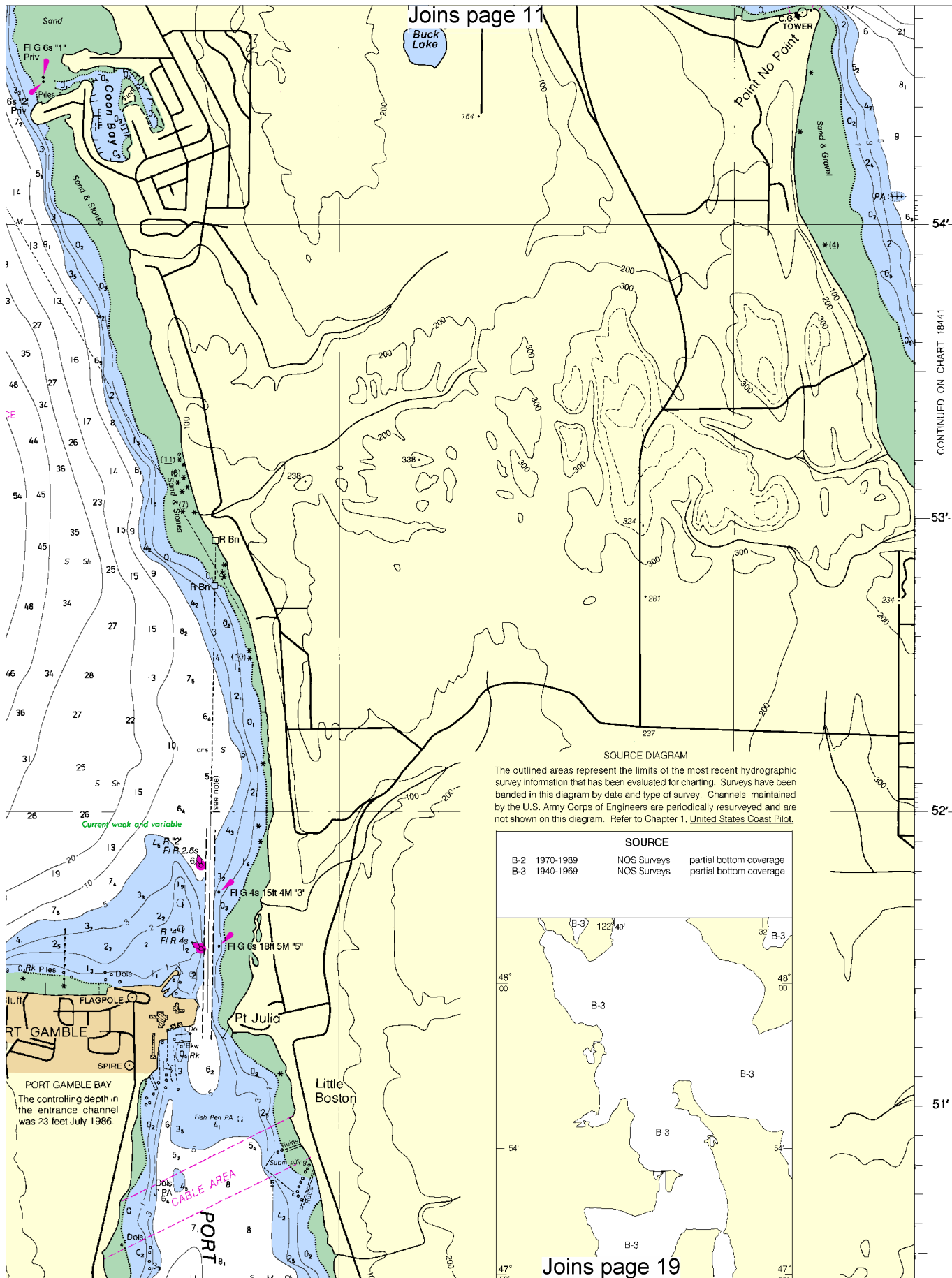
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Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

For Symbols and Abbreviations see Chart No. 1

LOCAL MAGNETIC DISTURBANCE

Differences of more than 2° from the normal variation have been observed in Hood Canal at Point Hannon.

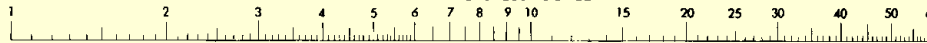
The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents and the direction of flow. The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions, consult the Tidal Current Tables, Pacific Coast of North America.

TIDAL INFORMATION

Place	Name	(Lat/Long)	Heights referred to datum of soundings (MLLW)			
			Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
			feet	feet	feet	feet
Oak Bay		(48°01'N/122°43'W)	9.4	8.6	2.6	-4.5
Port Ludlow		(47°55'N/122°41'W)	9.9	9.1	2.7	-5.0
Port Gamble		(47°51'N/122°35'W)	10.3	9.4	2.7	-5.0

(501)

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

COLREGS, 80, 1995 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas

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Covered wells may be marked by lighted or unlighted buoys.

47°
50'

49'

48'

46'

Thorndyke Bay

MONUMENT RM-1 (WEST)

EULA 2

EXPLOSIVES ANCHORAGE (110 230) (see note A)

NAVAL OPERATING AREA

JOINS CHART 18458

5th Ed., Aug. 25/01

18477

CAUTION

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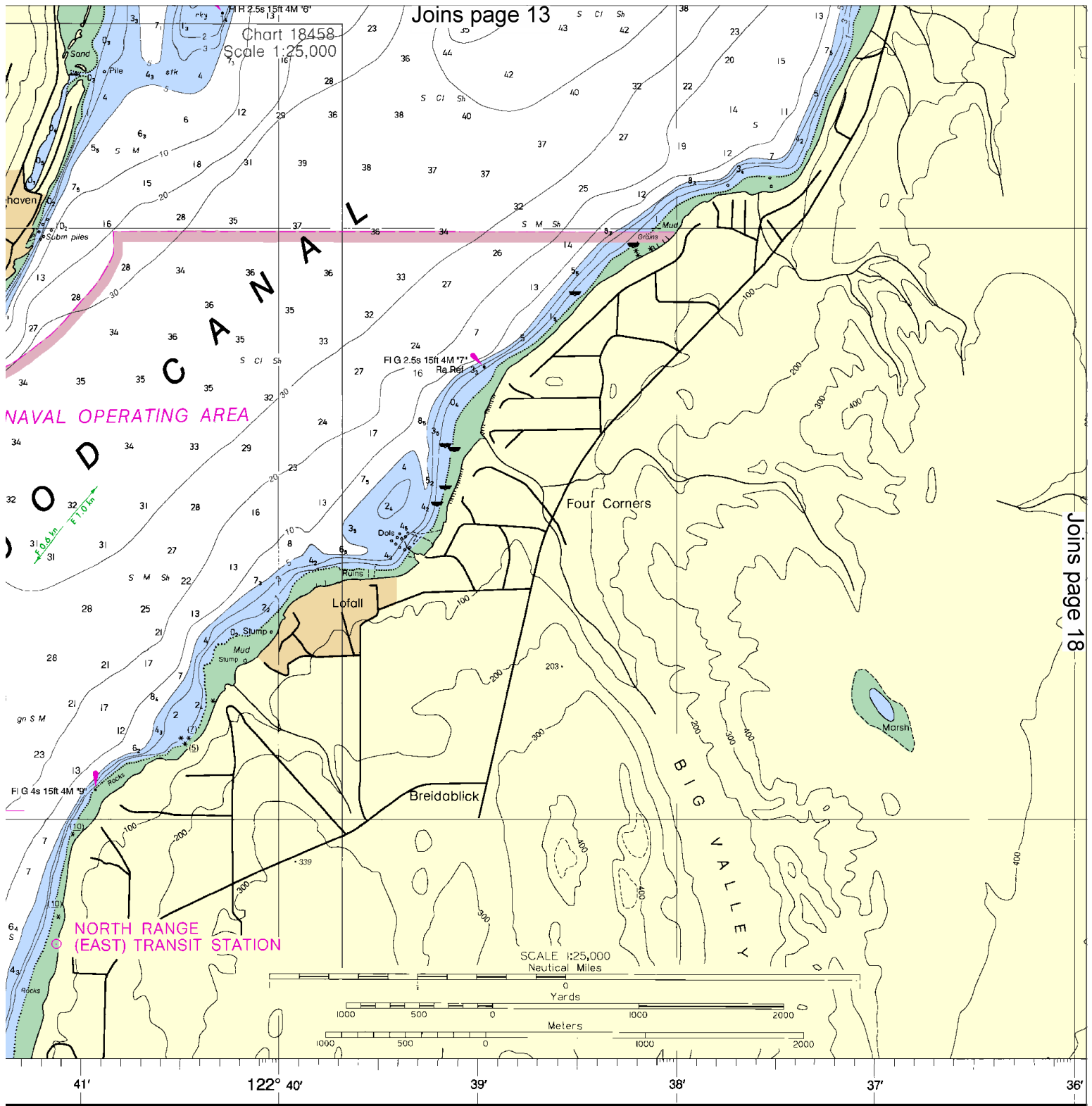
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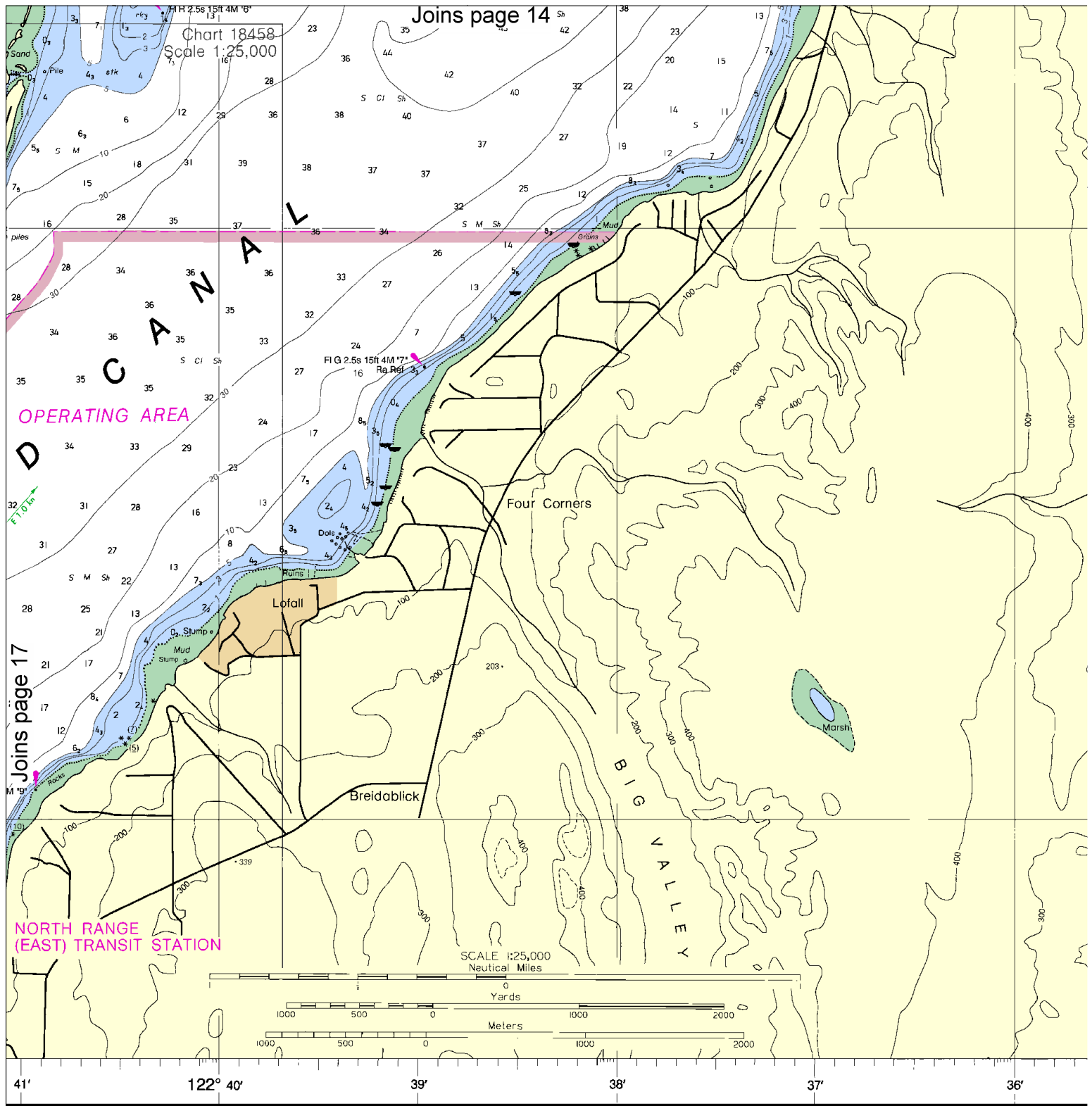
Printed at reduced scale. SCALE 1:25,000

See Note on page 5.

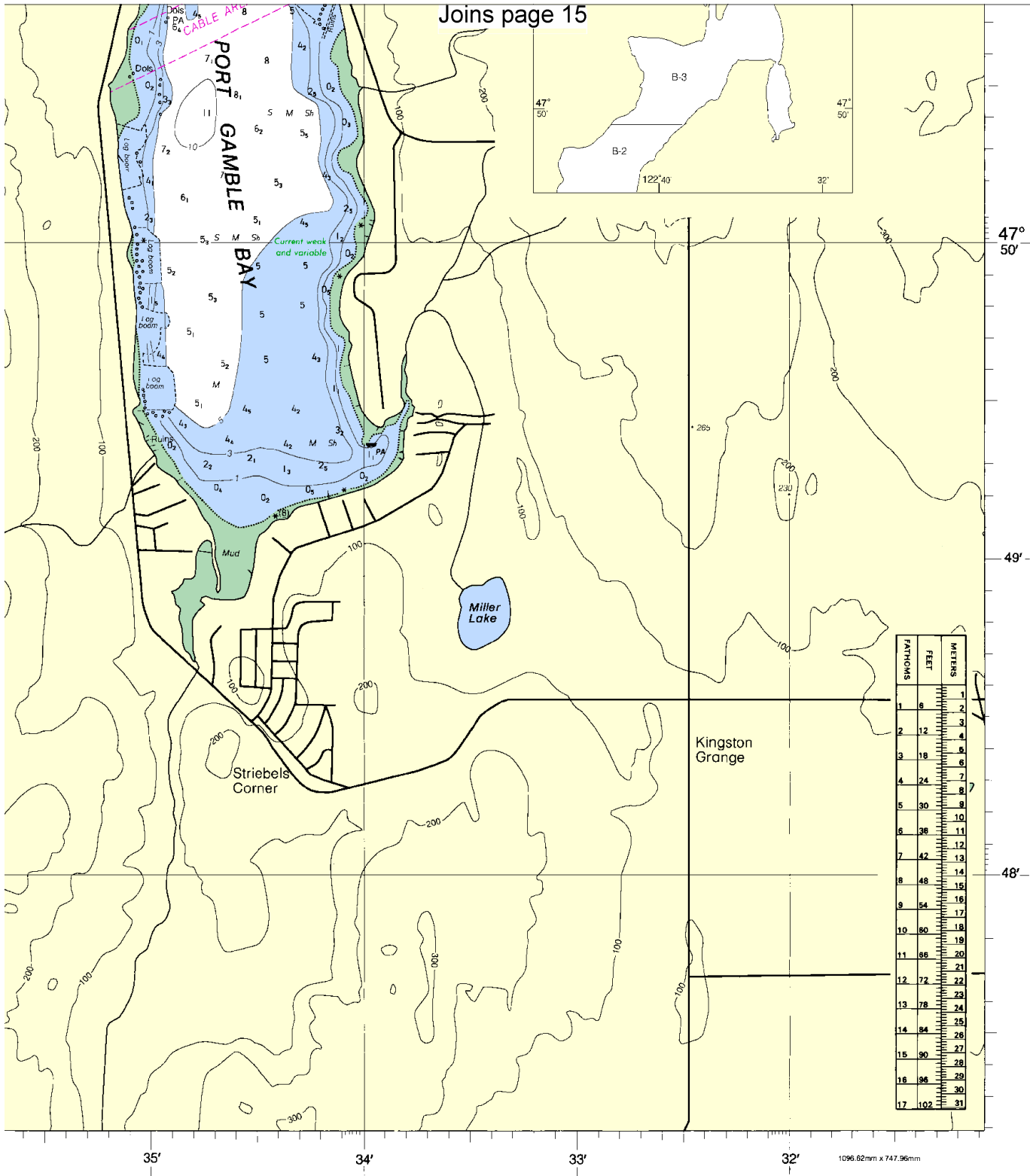




Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 15



SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

Entrance to Hood Canal
SOUNDINGS IN FATHOMS - SCALE 1:25,000

18477

ED. NO. 5

NSN 7642014011521
NIMA REFERENCE NO. 18AHA18477

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 206-220-7001

Coast Guard Port Angeles – 360-417-5840

Coast Guard Seattle – 260-217-6001

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.